



ADVOCATES  
FOR HIGHWAY  
& AUTO SAFETY

March 7, 2025

The Honorable John Albers, Chairman  
The Honorable Randy Robertson, Vice Chairman  
Senate Public Safety Committee  
421-C State Capitol  
Atlanta, GA 30334

Dear Chairman Albers and Vice Chairman Robertson:

Advocates for Highway and Auto Safety (Advocates), an alliance of consumer, safety, medical, public health and law enforcement groups and insurance companies working together to pass highway and auto safety laws that prevent crashes, save lives, reduce injuries, and contain costs, opposes House Bill (HB) 225. This legislation prohibits the use of automated speed enforcement (ASE) systems in school zones, an effective and lifesaving technology to deter a leading killer on our roads, speeding.

In 2023, an estimated 1,638<sup>i</sup> people were killed on Georgia roads, representing a 39 percent increase in traffic fatalities since 2013.<sup>ii</sup> Pedestrian fatalities in the state have nearly doubled from 2013-2022.<sup>iii</sup> Speeding is a major contributor to traffic fatalities as 23 percent (422 of the fatalities in 2022) involved speeding.<sup>iv</sup> In addition, Georgia incurs \$18.7 billion in economic harm annually due to motor vehicle crashes according to a 2019 analysis.<sup>v</sup> This is equivalent to \$1,761 per resident each year, which is the second highest “crash tax” for a state’s residents in the country.<sup>vi</sup> When updated for inflation alone, in 2025, costs would equate to \$23.6 billion and \$2,222 respectively.<sup>vii</sup> Traffic safety is a serious and costly issue in urgent need of proven solutions.

Small increases in speed cause serious declines in safety. Crash tests show that speed upticks of even five to ten miles-per-hour (mph) greatly escalate a driver’s risk of injury or death.<sup>viii</sup> Speed increases also immensely impact pedestrians and other vulnerable road users (VRUs). The average risk of death for a pedestrian is 10 percent at an impact speed of 23 mph, 25 percent at 32 mph, and 50 percent at 42 mph.<sup>ix</sup> Further, drivers who speed have been shown to exhibit additional deadly driving behaviors; more than half (51 percent) of speeding passenger vehicle drivers in fatal crashes were unbuckled, compared to 23 percent of non-speeding drivers.<sup>x</sup>

ASE, also known as speed safety cameras, are verified to deter speeding and its impact and are recommended for adoption by the National Transportation Safety Board (NTSB) and the Federal Highway Administration (FHWA), among others.<sup>xi</sup> Most states, including neighboring Alabama, Florida and Tennessee, permit ASE, and four states passed legislation doing the same last year. A study by the Insurance Institute for Highway Safety (IIHS) found that speed safety cameras alone resulted in a 19 percent reduction in the likelihood that a crash caused a fatal or incapacitating injury.<sup>xii</sup> Similarly, the U.S. Department of Transportation (DOT) found that ASE reduces fatalities and injuries by 20-37 percent and is particularly effective in school and construction zones.<sup>xiii</sup> Furthermore, changes in the Infrastructure Investment and Jobs Act (Pub. L. 117-58) now permit use of certain federal funds for automated enforcement programs in school and work zones.

Law enforcement officers risk their lives when performing their duties on the roadways every day, and it is implausible for them to be everywhere and catch every violation. ASE augments traditional enforcement without requiring a traffic stop.

Advocates urges you to oppose HB 225 to save lives and keep precious school children safe.

Sincerely,

Catherine Chase, President

cc: Senate Public Safety Committee members

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- i Traffic Safety Facts: Crash Stats, Early Estimate of Motor Vehicle Traffic Fatalities in 2023, NHTSA, April 2024, DOT HS 813 561, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813561>.
- ii State Traffic Safety Information for Georgia (2022), NHTSA, available at <https://cdan.dot.gov/STSI/stsi.htm>.
- iii Ibid.
- iv Ibid.
- v The Economic and Societal Impact of Motor Vehicle Crashes, 2019, NHTSA, Feb. 2023, DOT HS 813 403, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813403>.
- vi Ibid.
- vii CPI Inflation Calculator, BLS, Jan. 2019 to Jan. 2025, available at <https://data.bls.gov/cgi-bin/cpicalc.pl>.
- viii Impact of Speeds on Drivers and Vehicles – Results from Crash Tests, AAA Foundation for Safety, Humanetics, and IIHS, Jan. 2021, available at <https://www.iihs.org/api/datastore/document/bibliography/2218>.
- ix Impact Speed and a Pedestrian’s Risk of Severe Injury or Death, AAA Foundation for Traffic Safety, Sep. 2011., available at <https://aaafoundation.org/wp-content/uploads/2018/02/2011PedestrianRiskVsSpeedReport.pdf>.
- x Traffic Safety Facts 2021 Data: Speeding, NHTSA, Jul. 2023, DOT HS 813 473, available at <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813473>.
- xi Reducing Speeding-Related Crashes Involving Passenger Vehicles, NTSB, July 2017, SS-17-01, available at <https://www.nts.gov/safety/safety-studies/Documents/SS1701.pdf>.
- xii Effects of Automated Speed Enforcement in Montgomery County Maryland on Vehicle Speeds, Public Opinion and Crashes, IIHS; available at <https://www.iihs.org/topics/bibliography/ref/2097>.
- xiii Speed Safety Camera Program Planning and Operations Guide, Federal Highway Administration, January 2023, available at [Speed Safety Camera Program Planning and Operations Guide](#).